

**MINUTES OF THE FEBRUARY 2, 2026**  
**LAVTA BOARD OF DIRECTORS MEETING**

**1. Call to Order and Pledge of Allegiance**

Chair Testa called the meeting to order at 4:00 p.m.

**2. Roll Call of Members**

**Members Present**

Julie Testa – Chair, City of Pleasanton

David Haubert – Vice Chair, County of Alameda [arrived remotely at 4:01 p.m.]

Craig Eicher – City of Pleasanton

Evan Branning – City of Livermore

Kristie Wang – City of Livermore

Jean Josey – City of Dublin

Michael McCorriston – City of Dublin

**3. Meeting Open to the Public**

No public comments were received.

**4. Minutes of the January 7, 2026 Tri-Valley Accessible Advisory Committee (TAAC)**

Presented by Chair Hastings of the TAAC Committee

TAAC Chair Hastings presented an overview of the January TAAC meeting minutes.  
Information Only.

**5. Consent Agenda A – D**

A. Minutes of January 5, 2026, Board of Directors meeting

B. Treasurer’s Report for December 2025

C. Authorizing Remote Meetings for Tri-Valley Accessible Advisory Committee (SB 707)  
The Board approved Resolution 04-2026, authorizing a remote meeting the Tri-Valley  
Accessible Advisory Committee (TAAC)

D. Capital Projects Update

The Board approved all consent items A through D.

Motion/Second: McCorriston / Eicher

Aye: Testa, Haubert, McCorriston, Josey, Eicher, Branning, Wang

No: None

Abstain: None

## **6. Resolution of the Board of Directors Appreciating the Services of Sergio Grajeda**

The Board of Directors approved to adopt Resolution 05-2026, recognizing and appreciating the 25 years of dedicated service by Sergio Grajeda.

Motion/Second: Josey / Branning

Aye: Testa, Haubert, McCorriston, Josey, Eicher, Branning, Wang

No: None

Abstain: None

## **7. 2026 Legislative Program**

[Director Haubert departed at 4:39 p.m.]

Staff reported on the legislative program and noted that legislation is brought to the Board on a case-by-case basis. Board members requested revisions to improve clarity, including identifying areas of support and opposition. The Board directed staff to return with revised language to the February Finance and Administration Committee.

No vote was taken.

## **8. Executive Director's Report**

Executive Director Wegener introduced the new Manager of Administrative Services, Salomon Abdel-Aziz, and provided updates on paratransit service, Clipper 2, and recent performance indicators. Wegener reported that overall performance is improving compared to prior months; complaints remain higher year after year but are trending downward, and on-time performance remains below target but is improving. Wegener reported that a new paratransit subcontractor began service in November 2025 due to performance issues with the previous provider, and that changes have resulted in smaller vehicles and increased revenue hours. Higher-capacity vehicles were deployed as a short-term measure and the subcontractor is evaluating larger vehicles. A Board member asked about responsibility for the increased costs; Wegener stated the contract will be reviewed and the matter discussed at an upcoming ad hoc committee meeting. Wegener announced that Wheels Access will launch March 16, 2026 to provide ADA eligibility screening, travel training, and navigation services.

## **9. Matters Initiated by the Board of Directors**

No matters were initiated.

**10. Next Meeting Date is Scheduled for: March 2, 2026**

**11. Adjournment**

Meeting adjourned at 5:01 p.m.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Treasurer's Report for January 2026

FROM: Tamara Edwards, Director of Finance

DATE: February 24, 2026

**Action Requested**

Approve the LAVTA Treasurer's Report for January 2026.

**Cash accounts:**

Our petty cash account (101) has a balance of \$200, and our ticket sales change account (102) continues with a balance of \$240 (these two accounts should not change).

**General checking account activity (105):**

|                                   |                |
|-----------------------------------|----------------|
| Beginning balance January 1, 2026 | \$2,046,839.29 |
| Payments made                     | \$2,296,797.40 |
| Deposits made                     | \$368,693.36   |
| Transfer from General Checking    | \$250,000.00   |
| Ending balance January 31, 2026   | \$2,415,532.65 |

**Farebox account activity (106):**

|                                   |              |
|-----------------------------------|--------------|
| Beginning balance January 1, 2026 | \$256,143.86 |
| Deposits made                     | \$105,020.51 |
| Transfer to General Checking      | \$250,000.00 |
| Ending balance January 31, 2026   | \$111,164.37 |

**LAIF investment account activity (135):**

|                                   |                 |
|-----------------------------------|-----------------|
| Beginning balance January 1, 2026 | \$29,918,636.15 |
| Q2 FY 26 interest                 | \$279,025.69    |
| Ending balance January 31, 2026   | \$30,197,661.84 |

**Operating Expenditures and Revenues Summary:**

As this is the seventh month of the fiscal year, in order to stay on target for the budget this year expenses (at least the ones that occur on a monthly basis) should not be higher than 58%. The agency is at 53% overall.

**Operating Revenues Summary:**

While expenses are at 53% revenues are at 73% providing for a healthy cash flow.

**Contracts Executed in January by the Executive Director between \$50,000 and \$100,000.**

None

**Recommendation**

The Finance and Administration Committee recommends that the Board of Directors approve the January 2026 Treasurer's Report.

**Strategic Plan Goal**

Organizational and Financial Management

Attachments:

1. January 2026 Treasurer's Report

STAFF REPORT

SUBJECT: Resolution in Support of Allocation Request for Regional Measure 2 Funding for the Transit Signal Priority Upgrade and Expansion Project

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: March 2, 2026

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**Action Requested**

The Finance and Administration Committee recommends the Board of Directors approve Resolution 07-2026 in support of an allocation request to the Metropolitan Transportation Commission (MTC) for \$2,306,970 in Regional Measure 2 (RM2) funds for the acquisition and construction phase of LAVTA's Transit Signal Priority (TSP) Upgrade and Expansion Project, also known as the Cloud-Based TSP Project. This resolution is required to request an allocation of this funding from MTC.

**Background**

Regional Measure 2 (RM2) funds various traffic relief programs and projects in eligible Bay Area bridge corridors from a portion of bridge tolls collected. RM2 legislation identified the Alameda County Transportation Commission (Alameda CTC) as the project sponsor of \$65 million in anticipated revenues to be allocated for RM2 Project 32, *I-580 (Tri-Valley) Rapid Transit Corridor Improvements in Alameda County*. In late 2020, MTC notified LAVTA staff that a balance remained on the Project available for allocation to eligible transit-related projects in the corridor and requested proposal(s) from LAVTA that could utilize the funds. Alameda CTC expressed willingness to delegate their responsibility as project sponsors to LAVTA as implementing agency for such projects in order to spend down the available RM2 funds.

In late 2023, following the conclusion of LAVTA's Shared Autonomous Vehicle (SAV) project, LAVTA staff identified a need to upgrade the existing Transit Signal Priority (TSP) system utilized by 24 Rapid-branded buses at 67 intersections on Routes 10R and 30R. The current system using GPS technology was procured in 2019 and would no longer be supported by the manufacturer after the initial five-year contract term ended in 2024. TSP functionality helps LAVTA meet On-Time Performance (OTP) goals on our highest-ridership routes by allowing Rapid buses to request a longer green phase when the bus is approaching an intersection more than 3 minutes behind schedule, enabling buses to get back on schedule as quickly as possible.

TSP is increasingly used in local jurisdictions to enhance operating efficiency of transit vehicles operating in mixed traffic, with numerous existing examples in operation around the Bay Area and nationwide. LAVTA's previously high OTP coming out of the pandemic (over 85% as of January 2024) has diminished in recent months with congestion increasing amid post-pandemic

traffic and return-to-office trends, concurrent with the obsolescence of the legacy GPS-based system. Upgrading the obsolete GPS-based TSP system to a cloud-based system will improve system performance and reliability, and expanding the TSP functionality to encompass the entire fleet will further maximize the benefits of TSP for riders regardless of vehicle subfleet assignments (“Rapid” vs. “Wheels”-branded buses) on Rapid routes.

Because the RM2 legislation identifies Alameda CTC as the project sponsor, MTC previously required Alameda CTC to also submit a resolution of local support for the project following LAVTA’s Board approval of the design-engineering allocation in April 2024. In May 2024, Alameda CTC designated LAVTA as the project’s Implementing Agency through the construction phase, delegating responsibility to LAVTA for compliance with all RM2 Policies and Procedures through all project phases.

MTC’s RM2 Policies and Procedures require each allocation fund a minimum usable segment and/or deliverable. MTC’s initial allocation in June 2024 funded \$388,000 for completion of the project’s design phase, which concluded in January with the delivery of 100% plans, specifications, and estimates for the acquisition/construction phase to complete the project. The project is now ready to request the second and final allocation of RM2 funds for the acquisition and construction phase.

**Discussion**

To request RM2 funding, project sponsors must submit a governing-board certification of compliance with RM2 provisions ([Attachment 1](#)).

With the project’s design-engineering phase complete, MTC may now consider allocating an additional \$2,306,970 to complete the construction phase as described in the Initial Project Report (IPR), shown in [Attachment 2](#). A map of current TSP locations to be upgraded is shown in [Attachment 3](#). Of the 67 intersections now equipped with GPS-based TSP, there are 26 in Dublin, 8 in Pleasanton, and 33 in Livermore. The construction phase will involve acquisition of the cloud-based TSP solution and construction of required elements at identified intersections to support its deployment and operations.

**Fiscal Impact**

The project budget in the construction phase is funded by a combination of RM2 and FY24-25 Transportation Funds for Clean Air (TFCA) funds programmed for the project by Alameda CTC, as shown below (all amounts shown in thousands of dollars). Staff will

| <b>Phase</b>                               | <b>RM2</b>         | <b>Alameda CTC FY24-25 TFCA</b> | <b>TDA</b>      | <b>Total</b>       |
|--|--------------------|---------------------------------|-----------------|--------------------|
| Design ( <i>prior allocation</i> )         | \$388,000          | --                              | --              | \$388,000          |
| Construction ( <i>current allocation</i> ) | \$2,306,970        | \$95,000                        | \$71,000        | \$2,472,970        |
| <b>Total</b>                               | <b>\$2,694,970</b> | <b>\$95,000</b>                 | <b>\$71,000</b> | <b>\$2,860,970</b> |

**Next Steps**

Upon MTC approval of the next and final RM2 allocation for this project later this spring, LAVTA staff will proceed with procurement of the cloud-based TSP solution and construction of the necessary intersection modifications to support the new system.

**Recommendation**

The Finance and Administration Committee recommends the Board of Directors approve Resolution 07-2026 in support of an allocation request to the Metropolitan Transportation Commission (MTC) for \$2,306,970 in Regional Measure 2 (RM2) funds for the acquisition and construction phase of LAVTA's Transit Signal Priority Upgrade and Expansion Project.

**Strategic Plan Goals**

Advocacy and Partnerships.

**Attachments:**

1. Resolution 07-2026
2. Draft Initial Project Report: LAVTA Transit Signal Upgrade & Expansion Project
3. Cloud-Based TSP Project Map – 100% Designs

**RESOLUTION NO. 07-2026**

**A RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
AS IMPLEMENTING AGENCY FOR REGIONAL MEASURE 2 FUNDING FOR THE  
TRANSIT SIGNAL PRIORITY UPGRADE AND EXPANSION PROJECT**

**WHEREAS**, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

**WHEREAS**, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

**WHEREAS**, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

**WHEREAS**, Streets and Highways Code Section 30914(c) and (d) identifies the Alameda County Transportation Commission as Project Sponsor for RM2 Project 32, I-580 (Tri-Valley) Rapid Transit Corridor Improvements in Alameda County; and

**WHEREAS**, the Alameda County Transportation Commission has designated the Livermore Amador Valley Transit Authority (LAVTA) as implementing agency for the design and construction of the Transit Signal Priority Project Upgrade and Expansion Project, an eligible project under RM2 Project 32, I-580 (Tri-Valley) Rapid Transit Corridor Improvements; and

**WHEREAS**, the Transit Signal Priority Upgrade and Expansion Project is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

**WHEREAS**, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which LAVTA is requesting that MTC allocate Regional Measure 2 funds; now, therefore, be it

**RESOLVED**, that LAVTA accepts the Alameda County Transportation Commission's designation as implementing agency for the project; and be it further

**RESOLVED**, that LAVTA accepts the Alameda County Transportation Commission's designation of responsibility for certifying the project and allocation request(s) comply with the requirements of MTC's Regional Measure 2 Policies and Procedures; and be it further

**RESOLVED**, that LAVTA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

**RESOLVED**, that LAVTA certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

**RESOLVED**, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

**RESOLVED**, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment; and be it further

**RESOLVED**, that LAVTA approves the updated Initial Project Report, attached to this resolution; and be it further

**RESOLVED**, that LAVTA approves the cash flow plan, attached to this resolution; and be it further

**RESOLVED**, that LAVTA has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and, be it further

**RESOLVED**, that LAVTA is authorized to submit an application for Regional Measure 2 funds for the Transit Signal Priority Upgrade and Expansion Project in accordance with California Streets and Highways Code 30914(c); and be it further

**RESOLVED**, that LAVTA certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et seq. and the applicable regulations thereunder; and be it further

**RESOLVED**, that there is no legal impediment to LAVTA making allocation requests for Regional Measure 2 funds; and be it further

**RESOLVED**, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of LAVTA to deliver such project; and be it further

**RESOLVED**, that LAVTA agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

**RESOLVED**, that LAVTA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of LAVTA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of

services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

**RESOLVED**, that LAVTA shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

**RESOLVED**, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

**RESOLVED**, that LAVTA shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

**RESOLVED**, that LAVTA authorizes its Executive Director or his/her designee to execute and submit an allocation request for the construction phase with MTC for Regional Measure 2 funds in the amount of two million three hundred and six thousand nine hundred and seventy dollars (\$2,306,970), for the project, purposes and amounts included in the project application attached to this resolution; and be it further

**RESOLVED**, that the Executive Director or his/her designee is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate; and be it further

**RESOLVED**, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the LAVTA application referenced herein; and be it further

**PASSED AND ADOPTED BY** the governing board of the Livermore Amador Valley Transit Authority on this 2nd day of March 2026.

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Julie Testa, Chair

Attest:

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Christy Wegener, Executive Director

**Regional Measure 2 – INITIAL PROJECT REPORT**

# Regional Measure 2 Initial Project Report (IPR)

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**Project Title:**

LAVTA Transit Signal Priority Upgrade and Expansion

**RM2 Project No.**

32.6

**Allocation History:**

|            | <b>MTC Approval Date</b> | <b>Amount</b>    | <b>Phase</b> |
|------------|--------------------------|------------------|--------------|
| <b>#1:</b> | <b>06/26/24</b>          | <b>\$388,000</b> | <b>PSE</b>   |
| <b>#2</b>  |                          |                  |              |
| <b>#3</b>  |                          |                  |              |

**Total:      \$388,000**

**Current Allocation Request:**

| <b>IPR Date</b>  | <b>Amount Being Requested</b> | <b>Phase Requested</b> |
|------------------|-------------------------------|------------------------|
| <b>2/12/2026</b> | <b>\$2,306,970</b>            | <b>CON</b>             |
|                  |                               |                        |

## **Regional Measure 2 – INITIAL PROJECT REPORT**

### **I. OVERALL PROJECT INFORMATION**

#### **A. Project Sponsor / Co-sponsor(s) / Implementing Agency**

Alameda County Transportation Commission / Livermore Amador Valley Transit Authority

#### **B. Project Purpose**

LAVTA will alleviate congestion in the I-580 Corridor by upgrading the obsolete and unsupported GPS-based Transit Signal Priority (TSP) technology on its two Rapid routes (30R between West Dublin/Pleasanton BART and Lawrence Livermore/Sandia National Laboratories, and 10R between East Dublin/Pleasanton BART and the Livermore Transit Center/ACE Station) to a modern, cloud-based system, and expanding TSP functionality from 20 buses currently to the entire fleet of 68 buses.

#### **C. Project Description (Attach graphics to your submittal as appropriate)**

LAVTA will replace its existing GPS-Based Transit Signal Priority (TSP) system encompassing 67 intersections located within its service area in Dublin (26 intersections), Pleasanton (8 intersections), and Livermore (33 intersections) to a Cloud-Based TSP system. LAVTA will also expand deployment of the vehicle-side TSP equipment from the current TSP-enabled subfleet of 20 buses to encompass LAVTA's entire fleet of 68 buses in order to optimize flexibility of vehicle assignments to TSP-equipped routes and maximize benefits of travel time reduction, congestion relief, and improved on-time performance in the I-580 corridor. A map of Tri Valley intersections in the I-580 corridor currently equipped with GPS-based TSP is included as **Attachment A**.

#### **D. Impediments to Project Completion**

None. LAVTA has been working cooperatively with each of the three affected jurisdictions throughout the design-engineering phase.

#### **E. Operability**

Once construction is complete, the system is expected to remain in continuous use over the life of the master service agreement for a minimum of 6 years. LAVTA will be responsible for O&M in accordance with existing encroachment/maintenance agreements with the cities of Dublin, Pleasanton, and Livermore.

## Regional Measure 2 – INITIAL PROJECT REPORT

### II. PROJECT PHASE DESCRIPTION and STATUS

**F. Environmental – Does NEPA Apply:**  Yes  No

N/A – project is statutorily exempt from CEQA (PRC 21080.25) The proposed project meets the definition of a transit prioritization project as defined in PRC Section 21080.25 (a)(11)(B) for the installation of wayside technology and onboard technology for transit prioritization projects in the public right-of-way. NEPA does not apply.

### **G. Design –**

LAVTA awarded a Task Order contract for design-engineering services for the project to Kimley-Horn and Associates in September 2024. Following close coordination with all three member jurisdictions (Dublin, Pleasanton, and Livermore) and a prospective system vendor, 100% PS&E documents were delivered in January 2026.

### **H. Right-of-Way Activities / Acquisition –**

All work is expected to be within existing City/public ROW and no new ROW will need to be acquired as part of this project.

### **I. Construction / Vehicle Acquisition -**

The construction phase will include acquisition and installation of both vehicle-based and intersection-based TSP equipment and software licensing fees for up to 6 years of cloud-based software operation.

## Regional Measure 2 – INITIAL PROJECT REPORT

### III. PROJECT BUDGET

#### J. Project Budget (Escalated to year of expenditure)

| Phase  | Total Amount<br>- Escalated -<br>(Thousands) |
|--|--|
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) | \$ --  |
| Design - Plans, Specifications and Estimates (PS&E)        | \$388  |
| Right-of-Way Activities /Acquisition (R/W)                 | \$ --  |
| Construction / Rolling Stock Acquisition (CON)             | \$2,402                                      |
| Total Project Budget (in thousands)                        | \$2,790                                      |

#### L. Project Budget – Deliverable Segment (Escalated to year of expenditure)

| Phase  | Total Amount<br>- Escalated -<br>(Thousands) |
|--|--|
| Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) |  |
| Design - Plans, Specifications and Estimates (PS&E)        |  |
| Right-of-Way Activities /Acquisition (R/W)                 |  |
| Construction / Rolling Stock Acquisition (CON)             | \$2,402                                      |
| Total Project Budget (in thousands)                        | \$2,402                                      |

### IV. OVERALL PROJECT SCHEDULE

| Phase-Milestone  | Planned (Update as needed) |                 |
|--|----------------------------|-----------------|
|  | Start Date                 | Completion Date |
| Environmental Document   | N/A                        | N/A             |
| Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)                     | N/A                        | N/A             |
| Final Design - Plans, Specs. & Estimates (PS&E)                                | 10/1/24                    | 1/9/26          |
| Right-of-Way Activities /Acquisition<br>(R/W)                                  | N/A                        | N/A             |
| Construction (Begin – Open for Use) / Acquisition / Operating Service<br>(CON) | 4/6/26                     | 12/31/26        |

## Regional Measure 2 – INITIAL PROJECT REPORT

### V. ALLOCATION REQUEST INFORMATION

#### N. Detailed Description of Allocation Request

**Describe the scope of the allocation request. Provide background and other details as necessary.**

This allocation request will provide for software and equipment acquisition and construction of field elements in support of a new Cloud-Based TSP system. Field elements include field modifications at traffic signals, equipment installation on LAVTA buses, new central management systems and traffic operating parameters necessary for the new TSP system to operate at the signalized intersections.

|  |   |
|--|---|
| Amount being requested (in escalated dollars)  | \$2,306,970   |
| Project Phase being requested  | CON   |
| Are there other fund sources involved in this phase?   | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested | 3/2/2026  |
| Month/year being requested for MTC Commission approval of allocation   | March 2026  |

#### O. Status of Previous Allocations (if any)

MTC allocated \$388,000 for PS&E in June 2024. In September 2024, LAVTA issued a Task Order to Kimley-Horn & Associates in for \$352,640 to complete 100% PS&E documents for the Project in close coordination with the three cities. The 100 PS&E documents were delivered to LAVTA on January 7, 2026. Consultant is behind on their invoicing for their work, so to date only 33% of the Task Order amount has been invoiced and paid, while several months' work finalizing the plans has yet to be invoiced. Additional Design Support During Construction (DSDC) work will also continue throughout the construction phase.

#### Q. Impediments to Allocation Implementation

None. 100% PS&E documents were delivered to LAVTA on 1/7/2026. LAVTA is prepared to purchase the TSP solution using a cooperative purchasing agreement with another public transit agency. LAVTA will finalize the construction bid documents concurrent with MTC's allocation request review period and be ready to issue an (IFB)

### VI. RM-2 FUNDING INFORMATION

#### R. RM-2 Funding Expenditures for funds being allocated

**The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included**

#### S. Next Anticipated RM2 Allocation Request, if any

**Regional Measure 2 – INITIAL PROJECT REPORT**

None

**VII. GOVERNING BOARD ACTION**

**Check the box that applies:**

**Governing Board Resolution attached**

**Governing Board Resolution to be provided on or before: March 4, 2026**

**VIII. CONTACT / PREPARATION INFORMATION**

**Contact for Applicant's Agency**

Name: Jennifer Yeamans

Phone: (925) 455-7561

Title: Senior Grants & Management Specialist

E-mail: [jyeamans@lavta.org](mailto:jyeamans@lavta.org)

Address: 1362 Rutan Court, Suite 100, Livermore, CA 94551

**Information on Person Preparing IPR**

Name: Jennifer Yeamans

Phone: (925) 455-7561

Title: Senior Grants & Management Specialist

E-mail: [jyeamans@lavta.org](mailto:jyeamans@lavta.org)

Address: 1362 Rutan Court, Suite 100, Livermore, CA 94551

**Applicant Agency's Accounting Contact**

Name: Tamara Edwards

Phone: (925) 455-7566

Title: Director of Finance

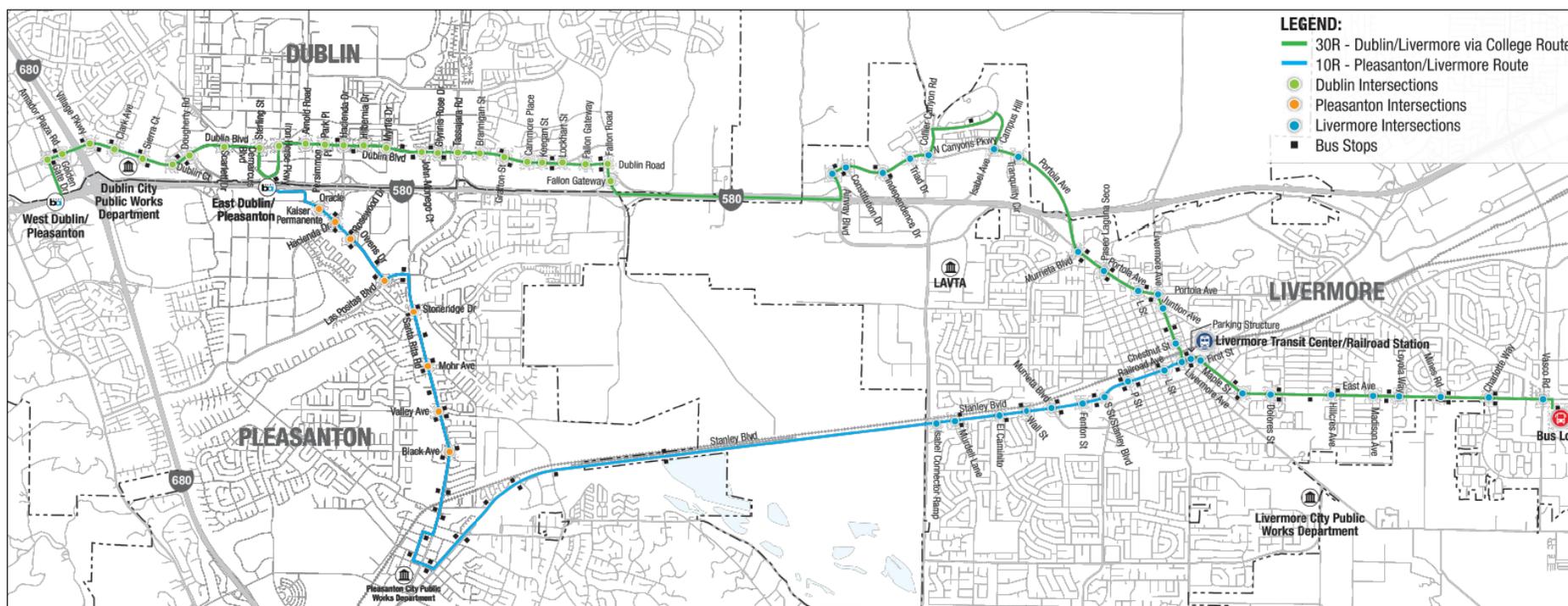
E-mail: [tedwards@lavta.org](mailto:tedwards@lavta.org)

Address: 1362 Rutan Court, Suite 100, Livermore, CA 94551

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# LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY CLOUD BASED TRANSIT SIGNAL PRIORITY SOLUTION

JANUARY 2026



LOCATION MAP  
NOT TO SCALE

STAFF REPORT

SUBJECT: 2026 Legislative Program

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: March 2, 2026

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**Action Requested**

The Finance and Administration Committee recommends the Board of Directors approve Resolution 03-2026, affirming LAVTA's 2026 Legislative Program.

**Background**

Each year the LAVTA Board of Directors approves a Legislative Program to guide staff and the Board for legislative issues at the federal, state, and regional/local level to support, watch and monitor, stay neutral, or oppose. In November 2025, the Board adopted the updated Strategic Plan, including an updated mission statement from which the agency's legislative principles derive.

Last month, staff presented a proposed Legislative Program to the Finance & Administration Committee, which the Committee subsequently referred to the Board for approval.

**Discussion**

Earlier this month, the Board considered the draft Legislative Program approved by the Finance and Administration Committee in January and suggested several changes to make the Board's prospective positions on various potential policy and/or legislative matters more up-front. Staff have incorporated this feedback into a revised Legislative Program provided as Attachment 2. While the content of the Legislative Program is largely unchanged, the revised format will be presented at your meeting for consideration.

**Fiscal Impact**

None

**Next Steps**

If the Board approves the 2026 Legislative Program, staff and the agency's state and federal advocates will bring updates on proposed bills to future Finance and Administration Committee meetings and/or the Board of Directors for information and/or potential action as may be appropriate. February 20 was the last day for bills to be introduced in Sacramento.

**Recommendation**

The Finance and Administration Committee recommends the Board of Directors approve Resolution 03-2026, affirming LAVTA's 2026 Legislative Program.

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**Strategic Plan Goal**

Advocacy and Partnerships.

**Attachments:**

1. Resolution 03-2026
2. Final Draft 2026 Legislative Program

**RESOLUTION NO. 03-2026**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE  
AMADOR VALLEY TRANSIT AUTHORITY ADOPTING THE  
2026 LEGISLATIVE PROGRAM**

**WHEREAS** the California Legislature and the U.S. Congress have convened their current legislative sessions in late 2024 and early 2025, respectively; and

**WHEREAS** to promote the interests of the Livermore Amador Valley Transit Authority, the Board of Directors finds it desirable to adopt a Legislative Program; and

**WHEREAS** the purpose of the Legislative Program is to guide the Board and staff's strategy and actions as it relates to various levels of government whose actions affect LAVTA; now, therefore, be it

**RESOLVED** that the 2026 Legislative Program of the Livermore Amador Valley Transit Authority, included as Attachment 2, is hereby adopted and shall guide the Board and staff's actions; and be it further

**RESOLVED** that the Executive Director shall operate within these guidelines in interactions with other levels of government in order to promote LAVTA's interests, employing strategies including participation in advocacy activities and taking positions on state and federal legislation as may be desirable; and be it further

**RESOLVED** that should issues arise that are not covered by this 2026 Legislative Program, that the Executive Director shall confer with the Chair of the Board to seek direction on a course of action.

**PASSED AND ADOPTED** by the governing body of the Livermore Amador Valley Transit Authority (LAVTA) this 2nd day of March 2026.

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Julie Testa  
Chair, Board of Directors

ATTEST

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Christy Wegener,  
Executive Director

## FEDERAL

At the Federal Level, LAVTA advocates for Congressional appropriations to support our operational and capital needs. We will work collaboratively with our local, regional, state, and national partners in advocating for these funding priorities. We will expand legislative and policy partnerships in Washington, D.C., in particular coordinating on advocacy activities as appropriate with other East Bay Small Operators and other public transit agencies operating in LAVTA's service area, including Valley Link. We will work to identify and advance as appropriate near-term capital priorities that may be suitable for federal Community Project Funding requests sponsored by LAVTA's federal delegation. LAVTA's Federal policy positions are shown below

| Goal or Principle   | Strategy   |
|---|--|
| <p>1) Protect existing and enhance future transit funding sources</p> | <p>LAVTA supports legislation, grants, and rule-making that:</p> <ul style="list-style-type: none"> <li>• Appropriates the full amounts authorized by law for FY 2026-27 federal transit programs, and that expeditiously provides these vital funds to transit agencies for use on transit capital projects and operations.</li> <li>• Maximizes funding levels for discretionary programs that have program policies and funding eligibilities that support LAVTA's key capital funding needs and priorities.</li> <li>• Creates a reauthorization platform for the Infrastructure Investment and Jobs Act (IIJA) that prioritizes maintaining or, increasing funding for existing transit, and flexible highway formulas (that can fund transit) at levels approved under the IIJA, including ensuring California operators do not see cuts in programs that were funded through advance appropriations.</li> <li>• Refines priorities related to funding for transit modernization and expansion and policy revisions needed to ensure operators are able to expend federal funds efficiently and effectively.</li> <li>• Restores the Highway Trust Fund (HTF) solvency while ensuring federal transit programs funded from the Mass Transit Account continue to receive at least 20% of the HTF's surface transportation funding.</li> </ul> |
|   | <p>LAVTA opposes legislation and rule-making that:</p> <ul style="list-style-type: none"> <li>• Reduces or eliminates federal funding for transit from the General Fund or HTF or creates barriers to access.</li> </ul>   |

|  |  |
|--|--|
| <p>3) Enhance public transit's role in addressing climate change and air quality issues by providing access to affordable and reliable service</p> | <p>LAVTA supports federal legislation and program implementation guidance that:</p> <ul style="list-style-type: none"><li>• Prioritizes public transit's role in addressing climate change.</li><li>• Supports transit agencies transitioning to zero-emission fleets.</li><li>• Advances research into lowering costs for alternative-fuel technology deployments such as clean/renewable hydrogen.</li><li>• Improves air quality and health outcomes.</li><li>• Ensures continued flexibility in the application of FTA's spare ratio requirements to zero-emission transit buses and to address temporary reductions in transit service.</li></ul> |
| <p>4) Leverage support from and with partners to promote mobility, improve service productivity, and enhance regional leadership</p>               | <p>LAVTA supports federal legislation and program implementation guidance that:</p> <ul style="list-style-type: none"><li>• Enables technological innovations to improve safety, access, and mobility.</li></ul>   |

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## STATE

At the state level, LAVTA advocates for flexible funding and policies that support transit operators' efforts to maintain the transportation network, improve the transit rider experience, support transit modernization and expansion, and improve multimodal access to transit without creating new unfunded mandates or burdensome regulations. We will engage with statewide partners to identify sustainable, stable, and long-term state investment in public transit consistent with the SB 125 State Transit Transformation Task Force's recommendations, and monitor development of any new legislation to update the Transportation Development Act (TDA) and related statutes concerning public transportation revenues and associated requirements. We will monitor, support, oppose, or seek amendments as may be necessary and desirable on measures concerning transit governance and/or administration including consolidation. LAVTA's specific state policy positions are shown below.

| Goal or Principle  | Strategy  |
|--|---|
| <p>1) Protect existing and enhance future transit funding sources</p>          | <p>LAVTA supports State budgeting, legislation, and policies that:</p> <ul style="list-style-type: none"> <li>• Sustain or increases State investment in public transportation, including honoring prior-year budget agreements.</li> <li>• Create sustainable, stable, and long-term state investment in public transit consistent with the SB 125 State Transit Transformation Task Force's recommendations.</li> <li>• Update the Transportation Development Act (TDA) and related statutes concerning public transportation to sustain and increase revenues flowing to LAVTA.</li> </ul> |
|  | <p>LAVTA opposes State budgeting, legislation, and policies that:</p> <ul style="list-style-type: none"> <li>• Cut state investment in public transportation.</li> <li>• Update the Transportation Development Act (TDA) and related statutes concerning public transportation to reduce revenues flowing to LAVTA and/or increase burdensome requirements.</li> <li>• Create new unfunded mandates on transit agencies exceeding the capacity of present funding levels.</li> </ul>  |
| <p>2) Enhance operating conditions to support safety and performance goals</p> | <p>LAVTA supports State budgeting, legislation and policies that:</p> <ul style="list-style-type: none"> <li>• Enhance transit industry workforce recruitment, retention, and training efforts.</li> </ul>  |

|  |   |
|--|---|
| <p>3) Enhance public transit’s role in addressing climate change and air quality issues by providing access to affordable and reliable service</p> | <p>LAVTA will support and engage with the California Transit Association’s efforts to monitor implementation of the California Air Resources Board (CARB) Innovative Clean Transit (ICT) regulation, the Low-Carbon Fuel Standard, the Clean Truck Check, and the Advanced Clean Fleets regulation, and work to address the impacts associated with deploying zero-emission vehicles (ZEVs), engaging CARB through various forums.</p> <p>Specifically, LAVTA supports State budgeting, legislation, and policies that:</p> <ul style="list-style-type: none"> <li>• Creates dedicated funding for zero-emission transit vehicle deployment and supportive infrastructure.</li> <li>• Allows for relief for transit agencies from regulations, including ZEV transition deadlines, when appropriate.</li> </ul> |
| <p>4) Leverage support from and with partners to promote mobility, improve service productivity, and enhance regional leadership</p>               | <p>LAVTA opposes state budgeting, legislation, and policies that:</p> <ul style="list-style-type: none"> <li>• Mandate consolidation of East Bay Small Operators, or LAVTA with any other entity.</li> <li>• Create consolidation plans that do not meaningfully involve and account for all potentially impacted stakeholders, including transit workers represented by existing collective bargaining arrangements.</li> </ul>  |

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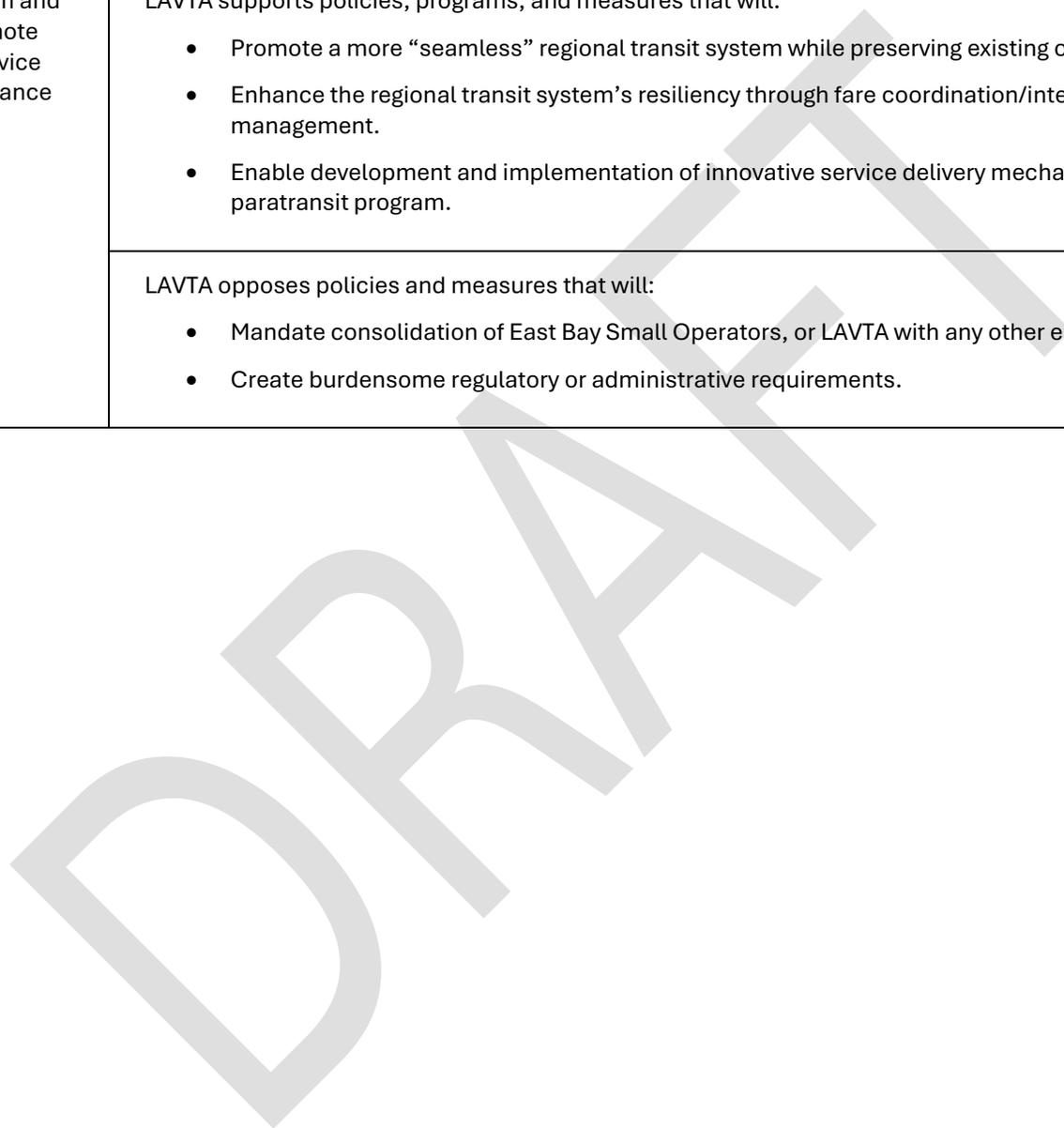
## REGIONAL/LOCAL

At the regional and local level, LAVTA engages with other local East Bay transit operators and works together on regional programs and initiatives of mutual interest as appropriate. We will continue to develop and maintain innovative partnerships with private transportation providers including taxi and transportation network companies to connect more people in the Tri-Valley to public transit. LAVTA will monitor the continued implementation of the Metropolitan Transportation Commission’s Blue Ribbon Transit Recovery Task Force recommendations, including new initiatives aimed at promoting a more “seamless” regional transit system and enhancing its resiliency through initiatives such as fare coordination/integration and transit network management, and innovative service delivery mechanisms such as the One Seat Ride paratransit program. LAVTA’s specific local and regional policy positions are listed below.

| Goal or Principle   | Strategy   |
|---|--|
| 1) Protect existing and enhance future transit funding sources          | <p>LAVTA supports policies, programs, and measures that will:</p> <ul style="list-style-type: none"> <li>• Maximize available operating funding sources by safeguarding and/or increasing existing revenues.</li> <li>• Support efforts as appropriate to secure new funding through a regional transportation revenue measure to be put to voters in Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara Counties in November 2026.</li> </ul> |
|   | <p>LAVTA opposes policies, programs, and measures that will:</p> <ul style="list-style-type: none"> <li>• Reduce or eliminate any existing revenue sources, including BART feeder bus funds.</li> </ul>  |
| 2) Enhance operating conditions to support safety and performance goals | <p>LAVTA supports policies, programs, and measures that will:</p> <ul style="list-style-type: none"> <li>• Make improvements to the local and regional street networks to enhance transit operating speed, safety, and reliability.</li> <li>• Improve roadway safety for all users.</li> <li>• Increase enforcement of traffic laws protecting pedestrians and bicyclists.</li> </ul>   |

|  |   |
|--|---|
| <p>4) Leverage support from and with partners to promote mobility, improve service productivity, and enhance regional leadership</p> | <p>LAVTA supports policies, programs, and measures that will:</p> <ul style="list-style-type: none"><li>• Promote a more “seamless” regional transit system while preserving existing operators’ local autonomy</li><li>• Enhance the regional transit system’s resiliency through fare coordination/integration and transit network management.</li><li>• Enable development and implementation of innovative service delivery mechanisms such as the One Seat Ride paratransit program.</li></ul> |
|  | <p>LAVTA opposes policies and measures that will:</p> <ul style="list-style-type: none"><li>• Mandate consolidation of East Bay Small Operators, or LAVTA with any other entity.</li><li>• Create burdensome regulatory or administrative requirements.</li></ul>   |

(end)



STAFF REPORT

SUBJECT: Contract Awards for State Advocacy Services and Federal Advocacy Services  
FROM: Jennifer Yeamans, Senior Grants & Management Specialist  
DATE: February 24, 2026

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**Action Requested**

The Finance and Administration Committee recommends the Board of Directors approve Resolution 06-2026, awarding contracts to Townsend Public Affairs, Inc., for State Advocacy Services and to Carpi & Clay, Inc., for Federal Advocacy Services. Both contracts are for a two-year base term with three one-year options exercisable at LAVTA's sole discretion.

**Background**

Since April 2024, LAVTA has engaged the services of state and federal advocacy firms to assist in carrying out the agency's Legislative Program in Sacramento and Washington, D.C. After two successful one-year contracts awarded to two such firms, staff identified a need to engage state and federal advocacy partners on longer-term contracts to advance the agency's increasingly complex, ongoing, and longer-term strategic needs and priorities. The current one-year contracts, held by Townsend Public Affairs, Inc., for State Advocacy Services and Carpi & Clay, Inc., for Federal Advocacy Services, both expire March 31.

**Discussion**

On December 18, 2025, staff issued a Request for Proposals (RFP) #2025-13 to provide State and Federal Advocacy Services for a minimum base term of two years with three one-year optional extensions exercisable at LAVTA's sole discretion. The opportunity was posted publicly on LAVTA's Bonfire procurement portal and emailed to a list of known vendors offering such services. The RFP solicited proposals for two distinct scopes of work: (1) State Advocacy Services and (2) Federal Advocacy Services, and offered Proposers the choice to submit proposals for one or both scopes, to provide for the possibility of achieving efficiencies in effort and resulting cost savings. Both scopes encompassed similar activities tailored to the state and federal context, to be provided all-inclusive of a flat monthly fee as retainer, including:

- Representing and advocating on behalf of LAVTA with relevant government agencies and related interest groups.
- Facilitating meetings with legislators and legislative staff to promote LAVTA projects and priorities.
- Assisting with and supporting funding requests for LAVTA projects and priorities.

- Developing and maintaining contact with legislators to facilitate regular communications about LAVTA projects and priorities.
- Identifying and evaluating the potential impacts of proposed legislation, policies, and regulations on LAVTA.
- Meeting with LAVTA executive and legislative staff on a regular basis and providing regular written reports to the LAVTA Board or Committees with presentations upon request.

LAVTA hosted a pre-proposal meeting on January 8, 2026, and received no questions or requests for clarification by the January 13 deadline, resulting in no Addendum being issued. Proposals were due January 23.

Three proposals were received in response to the RFP, two proposing to provide State Advocacy Services, one proposing to provide Federal Advocacy Services, and none proposing to provide both scopes of services. The proposers were Townsend Public Affairs, Inc., and E.J. Thronson Consulting for State Advocacy Services, and Carpi & Clay, Inc., for Federal Advocacy Services. The evaluation committee included LAVTA’s Executive Director and Senior Grants & Management Specialist and Napa Valley Transportation Authority’s Executive Director. The review team evaluated the proposals on four criteria:

| <b>Criterion</b>                                | <b>Maximum Points</b> |
|---|-----------------------|
| Company Qualifications, Experience & References | 30                    |
| Qualifications of Key Personnel                 | 30                    |
| Reasonableness of Cost                          | 20                    |
| Approach to Scope of Services                   | 20                    |
| <b>Total Possible Points</b>                    | <b>100</b>            |

Following the review of the written proposals, all three members of the evaluation committee ranked Carpi & Clay as the top-rated (and only) proposer for Federal Advocacy Services, and Townsend Public Affairs as their top-rated proposer for State Advocacy Services. The results of the evaluations were as follows:

|                                 | <b>Federal Advocacy Services Only</b> | <b>State Advocacy Services Only</b> |                        |
|---------------------------------|---------------------------------------|-------------------------------------|------------------------|
|                                 | Carpi & Clay                          | Townsend Public Affairs             | EJ Thronson Consulting |
| Average Score (100 possible)    | 93                                    | 89                                  | 78                     |
| Number of first-place rankings  | 3                                     | 3                                   | 0                      |
| Number of second-place rankings | 0                                     | 0                                   | 3                      |

While only one proposal was received offering federal advocacy services, it was the highest-rated proposal of all three received. Both of the top-ranked firms, Townsend Public Affairs in Sacramento and Carpi & Clay in Washington, D.C., are currently providing advocacy services to LAVTA under one-year contracts, and LAVTA staff has been highly satisfied with their performance and results to date.

Proposed cost increases associated with the new contracts relative to the current contracts' terms are summarized as follows:

- Carpi & Clay increased their pricing by 11% for the first year, but pricing then remains level throughout all four subsequent years including the option years, averaging 2.2% per year over the maximum contract term.
- Townsend Public Affairs kept Year 1 pricing the same and then increased pricing in Year 2 by 8.3%. Prices would again increase by 7.7% in Year 4 (for Option Years 2 and 3) if exercised. Thus the average price increase per year over the maximum term would be 6.4%.

### **Fiscal Impact**

Costs associated with the two-year base contract terms are fixed at \$150,000 for State Advocacy Services and \$120,000 for Federal Advocacy Services. The not-to-exceed amounts for the maximum five-year terms are \$396,000 for State Advocacy Services and \$300,000 for Federal Advocacy Services.

Funds for these contracts are included in LAVTA's FY25–26 professional services budget and will be incorporated into future budgets in accordance with the agency's needs and strategic priorities.

### **Next Steps**

If the Board approves the contract awards, LAVTA staff will finalize and execute the Agreements and issue Notice to Proceed effective April 1, to continue implementing LAVTA's Legislative Program.

### **Recommendation**

The Finance and Administration Committee recommends the Board of Directors approve Resolution 06-2026, awarding contracts to Townsend Public Affairs, Inc., for State Advocacy Services and Carpi & Clay, Inc., for Federal Advocacy Services. Both contracts are for a two-year base term with three one-year options exercisable at LAVTA's sole discretion.

### **Strategic Plan Goal**

Advocacy and Partnerships.

### **Attachments:**

1. Resolution 06-2026

**RESOLUTION 06-2026**

**A RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
AWARDING STATE AND FEDERAL ADVOCACY SERVICES CONTRACTS**

**WHEREAS**, in March 2026, the Board approved Resolution 03-2026, affirming the agency's 2026 Legislative Program; and

**WHEREAS**, LAVTA desires the services of a qualified advocacy services firm or firms to assist in efforts to advance the agency's strategic legislative priorities in both Sacramento and Washington, D.C., over a multi-year timeframe to advance complex, ongoing, and longer-term needs and priorities; and

**WHEREAS**, LAVTA issued a Request for Proposals (RFP) for State and Federal Advocacy Services #2025-13 on December 18, 2025, affording offerors the opportunity to propose on either or both scopes of services requested for state advocacy services and federal advocacy services; and

**WHEREAS**, LAVTA received three proposals, two for state advocacy services, one for federal advocacy services, and none offering both services;

**WHEREAS**, LAVTA utilized the "Best Value" method for procurement, in conformance with applicable procurement guidelines, and the evaluation committee evaluated the proposals received and determined Townsend Public Affairs, Inc., to be the highest-ranked proposer for state advocacy services and Carpi & Clay, Inc. to be the highest-ranked firm for federal advocacy services, and both firms were deemed responsive and responsible; and

**WHEREAS**, LAVTA intends to enter into a contract with Townsend Public Affairs to carry out the state advocacy services scope of work and with Carpi & Clay to carry out the federal advocacy services scope of work requested in the RFP; and

**WHEREAS**, funds for this contract are included in the FY26 agency budget and for future years shall be within the annual Budget authority adopted by the Board of Directors;

**NOW, THEREFORE BE IT RESOLVED**, by the Board of Directors of the Livermore Amador Valley Transit Authority that the LAVTA Board authorizes the Executive Director to enter into a contract with Townsend Public Affairs, Inc., for State Advocacy Services for a base term of two years with three one-year options exercisable at LAVTA's sole discretion, in an amount not to exceed \$396,000; and

**BE IT FURTHER RESOLVED** that the LAVTA Board authorizes the Executive Director to enter into a contract with Carpi & Clay LLC for Federal Advocacy Services for a base term of two years with three one-year options exercisable at LAVTA's sole discretion, in an amount not to exceed \$300,000.

**PASSED AND ADOPTED** this 2nd day of March 2026.

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Julie Testa, Chair

ATTEST:

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Christy Wegener, Executive Director

STAFF REPORT

SUBJECT: Appointment of LAVTA Board Member to Innovate 680 Policy Advisory Committee

FROM: Christy Wegener, Executive Director

DATE: March 2, 2026

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**Action Requested**

Appoint a Board Member to serve as primary member on the Innovate 680 Policy Advisory Committee.

**Background/Discussion**

Innovate 680 is a program of projects that promotes an integrated approach to redefining mobility and addressing the increasing congestion on I-680 through seven key strategies that range from HOV lanes to deploying a suite of technologies to improve traffic flow. The Innovate 680 program is led by the Contra Costa Transportation Authority (CCTA) with policy oversight by a Policy Advisory Committee (PAC).

The Innovate 680 PAC is comprised of 11 members, one each from the cities of Concord, Martinez, Pleasant Hill, Walnut Creek, and San Ramon; town of Danville; Contra Cost County Board of Supervisor for Districts 2 and 4, BART, Central Contra Cost Transit Authority (County Connection) and LAVTA. Current LAVTA representatives on the Innovate 680 PAC is Jean Josey (primary) and Julie Testa (alternate).

Director Josey is unable to continue to serve as the LAVTA representative, and staff are seeking a new representative.

**Fiscal Impact**

N/A

**Recommendation**

Staff recommend the Board appoint LAVTA Board Member Michael McCorriston as member to the Innovate 680 Policy Advisory Committee.